

support of the Army and Navy, the interest of the National Debt, and other imperial charges. Scotland, after defraying her own expenses, sends upwards of £600,000 for these purposes. Ireland has been relieved of about ten millions of pounds of the loans got by her from the Imperial Government during the last forty years. But Scotland has received no such consideration.

What return does Scotland get for her hand-some contributions to the Imperial purse? Putting aside Imperial expenditure, which ought to benefit the three Kingdoms in equitable proportions, instead of being confined almost entirely to England, let us see what grants were received for "local or provincial purposes." During the year 1887, £405,485 was spent on Public Buildings in England, and £180,211 in Ireland; while Scotland had to be content with £100,000, which was all expended on the erection of Sheriff Court Buildings. But it must be remembered that one-half of the cost of these buildings had to be raised by local taxation, while in England the whole cost of the erection of County Court Buildings is defrayed by the Treasury. Public money is thus spent with a lavish hand in England and Ireland, while a beggarly return is given to Scotland.

Now let us deal with the salaries and expenses of the Civil Departments of the three Kingdoms. The grants for the salaries in the Civil Department were, to England, £532,249; to Ireland, £203,836; to Scotland, £50,464—not one-tenth of what was granted to England and not one-tenth of the grants to Ireland.

What were the expenses for the administration of Law and Justice in each of the three Kingdoms? English Law and Justice cost £1,911,741; Irish, £1,169,210; Scotch, £485,645. Our Universities, and Scientific, Art, and other Institutions are starved, and grants are given to us, with a stinted hand and doled out in a most niggardly manner. It has been truly said, "Ireland receives all benefits and few burdens; Scotland, all burdens and few benefits; England, burdens and benefits alike." Scotland is taxed for her locomotion, while it is free in Ireland and comparatively so in England. She is taxed to support the London Metropolitan Police, none of the expense for the support of that force being defrayed by the ratepayers of that City; while even the maintenance of the public parks in London is charged on the Imperial Revenue. Scotland is taxed to provide pensions for the English and Irish police; while her own police are denied a similar boon. The expenditure for Police and Education in Ireland is almost entirely provided for out of the Imperial Funds. It has been calculated that the annual loss to Scotland from having her affairs, including Scottish Private Bills, mismanaged in London, from over taxation, and from the expenditure in England alone of our proportion of the Imperial taxes, amounts to about two millions each year; while the other estimated losses to the country from our nobility, gentry, public men, and officials requiring to live at the seat of Government in London, bring up the grand total to over four million pounds, or a fine of one pound a head of our population paid to England every year.

This pecuniary loss has a most serious effect upon the prosperity of our country. A great deal of the wealth of Scotland is derived from her fisheries; but her coast is rock-bound, subject to violent storms, and our toilers of the sea take the lives in their hands while plying their ordinary avocations. A series of Harbours of Refuge would protect our fishermen and seamen, who could run for shelter from the pitiless gale, but it is only after years of clamour that we have succeeded in getting a promise from Government to erect one at Peterhead. We have no money to spend on these works; England takes all our money, and we are helpless. The millions of Scottish money which are yearly squandered in London would furnish eight of these Harbours of Refuge, and would soon make a network of them round our coast, and save the lives of thousands of our countrymen.

The cry of wretchedness comes yearly from our Highland population, and makes life bitter in the Lowlands of Scotland. Poverty and Poor Rates were at one time unknown in the Highlands and Islands of Scotland. Destitution and misery now prevail among our Crofters and Cottars. The imposition of Poor Rates gives little or no relief. Even many of those who are assessed are, through their poverty, unable to meet this burden. This misery and destitution are now spreading, and are largely attributable to the Seat of Government being in England. Our countrymen beseech us to send them bread, and our Government sends them soldiers and gunboats. Offspring grounds are at a premium in the Highlands and Islands, and the natives of the glens, who have dwelt there from remote antiquity, have been removed to make way for deer forests. The land being thus taken from the people, numbers of them are driven into the larger towns, where they sink into the lowest grades of misery, many of them being found among what are termed the lapsed masses. How are we to assist them? The Imperial Parliament will do nothing until our people are goaded to fury and rise in revolt; then they pass a Crofters' Act which gives a very slight relief and assists in making the wretchedness and misery more apparent.

All classes have to lament in Scotland the gradual closing up of the rural walks around our towns, and especially in many parts of the Highlands, by the encroachments of landlords and sportsmen. Many of them are Englishmen of great influence in Parliament, so that the wrongs thus inflicted on the public are denied a legislative remedy; and, as our present Lord Advocate replied, when urged lately by the Scottish Rights of Way Society to place the public rights of way in Scotland under the protection of the Procurators Fiscal, who prosecute every petty thief at the public expense, the Treasury will not give a shilling to defend the right of the public to traverse their native land. The "Land of brown heath and shaggy wood, land of the mountain and the flood" is no longer as open as it used to be to its tolling sons, and they are being deprived of the innocent recreations of the mountain and the river side.

Another serious drain to Scotland is the constant immigration to London of her men of talent. Whenever a Scottish painter rises to eminence he removes to London, where most of the nobility and gentry of Scotland reside, who ought to be the natural patrons of Scottish art. Our literary men do the same, musicians and poets follow, and "Edina, Scotia's darling seat," is rapidly sinking into the position of a provincial town. This would be remedied to a great extent by the restoration of "Legislation's sovereign power." She might then hope to retain her own sons, and thus, better to deserve the name of Modern Athens.

Efforts have been made from time to time to obtain a remedy from the Imperial Parliament, but as time rolls on, matters grow worse, and London becomes larger and richer every year. The time assigned to Scottish business in the House of Commons is the small hour of the morning, and after the Scottish Members have debated among themselves, the English Members troop in at the sound of the division-bell and vote dead against the Scottish; if so instructed by the party Whip, and their numerical majority swamps them. There has been done again and again, in measures which the hearts of the Scottish people were set on seeing passed into law.

The House of Commons contains 670 members, England and Wales send 495, Ireland sends 103, and Scotland sends only 75 members. According to population, Ireland is over-represented, and

under-represented; but what is more serious is the difficulty of finding suitable Scottish members to underwrite the expense, worry, and bigking up of family ties involved in attendance for more than half the year at the hustings of Parliament in London. To the London Barristers' Association for a Scottish constituency secures professional advancement without interfering with his business. Accordingly, we find among our 72 Members of Parliament, 32—nearly one-half—of whom 16 are London Barristers and the other 16 have no residence in Scotland. Our country appears to have become the happy hunting ground of the English carpet-bagger. Can it be wondered at, if, with such representatives, the interests of Scotland are neither understood nor protected? If we had legislation for Scotland in Scotland, and for Imperial matters in London, the comparatively short Sessions would form no obstacle to our obtaining a real Scottish representation. Our landed proprietors, who are now so thankful to return to their estates if they can keep them, would gladly discharge Parliamentary duties in their own capital, and the representation of a Scottish constituency would be brought within the reach of many an able Scottish workman who is shut out for the present from the sphere of his most laudable ambition.

Let us here briefly recapitulate the evils that afflict our country from having lost the control of her own national affairs:

1. Legislative neglect.
2. Unjust taxation draining the resources of the country.
3. Unfair distribution and expenditure of the national and Imperial revenues.
4. The perpetuation of strife among our Churches.
5. Usurpation of English Courts over domestic Scottishmen and Scottish successions.
6. The Appeal to the House of Lords a means of oppressing poor Scottish litigants, and altering the laws of Scotland to suit English opinion.
7. General neglect of the fishing and mining industries.
8. Grave defects in the Land laws.
9. The closing of the old paths, and other means of innocent recreation.
10. The expatriation of native talent.
11. The deterioration of our Parliamentary representation.
12. Annoyance and expense arising from the administration of Scottish business in London.

To cure these and other evils which afflict our country, the restoration of a national Legislature and Executive has become a necessity. No scheme to facilitate Private Bill legislation, nor any Convention or Assembly in Scotland, to consider Scottish measures, prior to their disposal in Imperial Parliament, will meet the needs of our case. Our laws, affecting Scotland alone, must be passed in Scotland, where alone they are to be administered. While we desire the right to manage our own national affairs we also claim the right to be heard in the Imperial Parliament on all questions touching the interests of our mighty Empire. There is no desire on our part to impair the supremacy of the Imperial Parliament—the integrity of which must be preserved by the proper representation at Westminster of each portion of the United Kingdom. In the delegation by the Imperial Parliament to each of the three Kingdoms of the powers required for its internal legislation and administration, we recognise the necessity of protecting the rights of minorities by prohibiting undue interference with life, liberty, and property. While Scotchmen first, and Britons afterwards, we would welcome the opportunity which would then be given to the colonies and dependencies of the Empire to send representatives to the Imperial Parliament, if it were relieved of the local legislation which at present retards the great plan of Imperial Federation.

There is no movement in progress, for since that day on which the Scottish Union Commissioners had to fly for their lives before the fury of Edinburgh citizens eager to prevent their country from being incorporated with its powerful neighbour, down to the present time, there has always existed a band of patriotic Scotsmen who have looked forward to again beholding Scotland managing her own affairs. Through these long years this hope has never been lost sight of. It seems brighter at the present time, and since the Scottish Home Rule Association was formed in 1886 its membership has rapidly increased, and now includes a considerable number of the Electors of Scotland. The movement, however, receives comparatively little support from the upper and middle classes, some of whom are blinded by the glamour of the conflict about Home Rule for Ireland, and others, wrapped in selfish ease and apathy, are indifferent to a national movement unless it closely affects their own personal interests. Many of our Scottish Members of Parliament view the movement with a jealous eye, knowing that, once accomplished, their occupation would be gone. But, all other national movements, its strength lies among the people, and history is only repeating itself. It was the common people who in time past led the movement that preserved our national independence. It was the common people who in time past led the movement which achieved our religious liberty. Again, it is the common people who, fortunately possess now the power as well as the patriotism, that mainly support the present movement against the thralldom of having our national affairs mismanaged in England. Edinburgh, February, 1888.

STEAM NAVIGATION ON THE YANG-TZSE.

The statement in circulation to the effect that an enterprise has been started for the placing of a new line of steamers on the Yang-tze river, to ply as high up as Ichang, renders the report to the Foreign Office from Consul Gregory of current interest. At the mouth of the river the port of Woosung is situated, and about twelve miles up the arm of the Yang-tze, called the Woosung river, stands the mercantile town of Shanghai. On the Woosung branch, Shanghai, and further on, there are several steamships under the British flag. Nanking is 202 miles from Shanghai, Hankow, an important Chinese trading mart, is about 600 miles from the sea, and 324 miles above Nanking. Hankow is at a point where the River Han enters the Yang-tze, and the largest of three towns at the confluence of the two rivers. Chin Kiang, another business place, is 40 miles below Nanking. All British vessels going up or down the Yang-tze must be reported to the Consul at Chin Kiang, if proceeding or touching at any place beyond. The papers for entry at the Customs House at Hankow must be certified by the British Consul at Chin Kiang for production to the official. There is a considerable population at the river ports on the Yang-tze and its tributaries. This river has a disadvantage in the rising and falling of its waters. Off Hankow the ordinary depth is eleven fathoms, decreasing to seven fathoms inshore; but in July the stream runs rapid, and rises about six fathoms. Ships anchor in the Han while the freshets last. The town of Ichang, it is considered, will become a first-class city, and emporium of commerce by the opening of the Yang-tze to the whole of western China. Ichang is the river port nearest to the upper part where the rocks impede the navigation of steamers. There is a good trade conducted on the Yang-tze above the rapids by local boats; and it is considered that the traffic up to Ichang would develop to a large extent if the number of steamers were increased. The Chinese take a long time to collect and publish official annual statistics of shipping and commerce, and therefore, the Consular Report now issued does not bring down details beyond the 31st of December, 1886. Mr. Gregory mentions that steam communication with Hankow was kept up through the low-water season in the early part of the year 1886 by the small steamer *Ying*, whose carrying capacity, however, was not equal to the demand for tonnage. A draft of 54 or 6 ft. of water, was thought to be enough in the low state of the river. During the year the river was at its lowest in the latter part of February and beginning of March, and rose to its highest stage on the 6th and 6th of September; and the difference between highest and lowest surface-levels was about 43 ft. That is the erratic waterway which has to be provided with steam-vessels. Tonnage is evidently needed to meet the increasing trade. In 1886 the value of imports and exports entered at Ichang for consumption or transit exceeded the most prosperous known year by four per cent. Exports the article of silk increased thirty-two per cent, and refuse cocoons fifty-seven per cent. The value of refuse silk cocoons exported was £1,654. The Chinese treated this refuse as waste; but European manufacturers have discovered a use for the cocoons, and an *ad valorem* duty is charged upon them. In 1885 the imports by the Yang-tze at Ichang were unprecedented, but in 1886 there was a change in several directions, which the Consul notes. An impression prevailed that bodily ailments, disorders of the skin, and fatal diseases were induced by wearing garments of foreign cotton stuff. In the district of Schuan the story gained currency for a time, and did mischief to the trade. Mr. Gregory suggests that those who control the cotton trade should take means to eradicate the presence of noxious or irritant matter in any of the articles sent out to China. He refers to the alleged use of bryonia and opium in the human system when brought into contact with the pores of the skin. The cloth, called "Russian," which is manufactured in England, and obtained a remunerative sale at Ichang and province, is now of German make, and imported under the same name, although manufactured at Grunberg, in Germany. Mr. Gregory thinks that if some one from Birmingham, with samples of buttons and wares generally on a large scale, were to visit the ports of China it would tend to an expansion of trade and a comparison of productions. The telegraph was extended from Hankow westward in the year 1886, reaching Ichang in June, and Chungking (through a very difficult country) in December. It has since been extended to the capital of the Szechwan, Kweichow, and Yun-nan Provinces, and to the border of Tonking or nearly so. The number of vessels entered at the Ichang Custom House in 1886 was 24 British, 3,114 tons, and Chinese 24, of 8,160 tons; total, 48 vessels and 11,304 tons. The river navigation to Ichang is confined to the British and Chinese flags. It is now thought that, with the establishment of order in Schuan, and the cessation of the war in Indo-China between the Tonquinese and the French, and the disorders it introduced, there is a prospect of the teeming population of western China being tempted to purchase more largely than for years past of European manufactures and articles, and their silk, copper, musk, rhubarb, safflower, tin, wax, and other articles. There must be an occasional stoppage in steam traffic, caused by the lowness of the level of water in the river, but that is only a temporary impediment to the increase in steam navigation. *Liverpool Journal of Commerce.*

THE "JERUSALEM."

One of the noted places in the city of London is the "Jerusalem." Who founded the original institution no one can say; but for nearly a century or two the place has been on the same site a meeting place for merchants and captains trading with the East. The original habitation was destroyed in the Great Fire of London. The re-erection which succeeded was burnt down in 1748, in a conflagration which destroyed 88 houses in Cornhill. Its successor, too, has recently been removed to give place to the present modern edifice, with offices and chambers annexed. Nothing of architectural antiquity remains but its history, and its former associations with the progress and career of the East India Company which added India to the British Empire gave it an interest with enduring interest. It was a company of adventurers—members of the resort in Cowper's court—that Elizabeth gave the charter of foundation which was the solid basis of that powerful body which exercised its government on a regal scale, and held sway over millions of the Asiatic populations. At the time when Shakespeare was playing his "Merchant of Venice" and writing his "Midsummer Night's Dream," the newly constituted Company of Adventurers were discussing at their rendezvous how to develop English commerce in India and trade with China.

In the old books of the establishment the news brought home by the traders was duly entered, with the sailings, callings, and arrivals of the various ships. Men went there in those days to learn the occurrences which interested them, and had a bearing on their transactions. The safety of the ships and their cargoes, and the details of their voyages to and fro, were the daily information they sought for; and in troublous times the intelligence of sea fights and naval actions were items of value and of excitement. Thus it was that the ledger of the old "Jerusalem" had become such an instructive record. In this way we get an insight into the early rivalries of the East India Company with the Portuguese; and we see how, pursuing a statesmanlike policy, their fleet, in 1591, took possession of St. Helena as a calling station. Left to their own resources to defend their ships against piratical attacks, and from capture by warlike enemies, they armed them and supplied them with ample crews.

How the Company dealt with the Portuguese a few of the entries will suffice to show. In 1600 the *Solomon* engaged and defeated several Portuguese ships. In 1611 one vessel, with her pluniers, maintained five engagements with a squadron of Portuguese, and gained a complete victory. In 1616 the Company's fleet, under Captain Pring, took a valuable Portuguese frigate, and defeated the Dutch fleet off Batavia. In 1630 the Portuguese fleet were attacked near Surat, when many of the enemy's vessels were destroyed. It was not until 1662 that an English man-of-war was despatched to protect or convey the ships trading with the East. Even after that the *Jerusalem* was the scene of the Company's vessels. Fights with the Dutch and French succeeded those with the Portuguese, the merchantmen giving good accounts of themselves in their victories. Thus we have an account, amongst numerous others, of a desperate action by the *Herbert* against four ships of superior force, but in the moment of victory taking fire and blowing up. In 1701, the *Chambers* and the *Canterbury* engaged in the night, in the Straits of Malacca, a French 64 and a frigate. The *Canterbury* was taken, but the *Chambers*, at daybreak, renewed the action and escaped. The commander's cry in reply to the ship's log is characteristic. "To prevent all thought amongst my men of surrendering to ship and make them desperate, I nailed the ensign to the staff, from head to foot, and staped and fore-corded the ensign staffs fast up." In 1746, a running fight is described between a fleet of six

of the Company's ships and a French squadron, consisting of the *Chiffre*, 64, and two frigates off St. Helena. In 1757, the *Houghton* and *Godolphin* defeated two French frigates off the Cape, the Directors awarding each vessel £2000 for the gallant conduct of the officers and crews. In 1759 the Dutch, with four frigates each of 30 guns, two with 20 guns, and one with 16 guns, and carrying 1500 men, attempted to take the Company's possessions in Bengal. But this expedition was captured by the *Calcutta*, *Duke of Dorset*, and *Harlow*. The *Shaffshire*, in 1760, stood into Madras Roads and beat off two French ships blockading the port. In 1765 the *Witchelton* fought a French frigate single-handed, in 1779 the *Bridgewater* beat off an American privateer of superior force. In 1794 there was not a single man-of-war in the Indian Seas, and the whole trade to India was open to the attacks of privateers and enemies. Consequently the *William Pitt*, *Britannia*, and *Houghton* were fitted out as a patrolling squadron, and, under Captain Mitchell, soon made their power felt; Mitchell being knighted for his services. Thus the entries continue, forming an historical chronicle of the historical deeds of the Honorable East India Company's navy. The records of the fights with the French ships of war exceed all others in interest, for the fighting was most severe, the utmost daring being displayed on both sides. The captures of the *Kent* and of the *Warren Hastings* by the French find in the old books of the "Jerusalem" a proper register; whilst on the other hand successes less commonly known than the above reverses more than balance up accounts. Of the severity of some of these naval actions we may note the following in 1803:—"The *China Fleet*, homeward bound, with a number of country ships and whalers under protection, having no man-of-war in company, fell in with the French Admiral Linois in the *Marquis*, 84 guns, the *Belle Peuple*, 40; a corvette of 28, and a brig. The French fleet was engaged, defeated, and chased out of sight. The *China ships* in this affair were valued at £600,000 sterling. Commodore Dance was knighted, and handsome awards were given to the officers and crews.

In other directions the entries have a variety of interest. Two are specially worth referring to: one is a list of the Company's ships at home and abroad in 1759, and numbering 63 in all. These, with the exception of three, were of 499 tons, carrying 26 guns and 99 men. Of these three the *Pitt* was a 30-gun ship of 60 tons and the two others were of 425 tons, carrying 20 guns and 85 men. From this period to the close of the century, the size and power of the ships of the Indian Navy were increased, to meet the circumstances of the private wars with the First Napoleon. The other is the record of the Company's ships which accompanied the fallen Emperor to the island of his captivity. Other records also carry interest. Thus, in 1796, we find peace freight direct to China, or circuitously to all points of India:—"Six voyages certain £21 per ton; surplus, peace or war, £10 10s." Indeed, the records of the "Jerusalem" would make foundation for a valuable as well as an amusing book, for which many pictorial illustrations could be drawn from other sources, and point and association given to many entries by wider reference to the general events of the times and circumstances to which they relate.

Finally, we may well mark the changes which have taken place in the habits of men as well as in the developments of science and commercial proceedings, even since the days when the gallant captains of the Honorable East India Company's ships, with their cocked hats under their arms, strutted amongst the crowd of busy traders in the "Jerusalem" Coffee House, in their blue coats with black velvet lapels and cuffs, and collars faced with gold embroidery, their lower persons clad in buff breeches.

All this has passed away, and a vast change has come over the spirit of the place, although there still indissolubly clings to it the particular attractions of trade and seafaring. The charter of the great Company has terminated, the Government refusing to renew it. But even in its close the "Jerusalem" played its part. During the final discussions between the Government and the Directors as to pensions to their officers, a letter of importance came within the knowledge of its manager, who communicated its contents to the marine officers, who immediately acted to their own advantage, afterwards presenting the communication with a service of plate.

The *Jerusalem* has been extended in accordance with the requirements of modern times, and merchants, shippers, and ship brokers trading not only with the East, but with Australia, New Zealand, and other colonies, and with the Cape, meet there together. The tapes of the printing telegraphs continuously reel off the prices of the Funds, Stocks, the judgments in the Law Courts, and other news; and telegrams of arrivals, sailings, and callings of ships on their voyages are brought in from hour to hour, and are posted on the green-board; whilst clerks of numerous firms communicate a variety of official messages and intelligence. At midday in the afternoon the whole place is in a bustle, the members meet together; inquiries are made and answered; freights arranged; and a multiplicity of business is speedily transacted. By five the bustle has settled down, and the place has resumed its ordinary quiet and listlessness, the silence being broken only by the clicking of the telegraphic instruments and the occasional tramp of a post-office messenger or a junior clerk. There, on the window benches, is the folk book of entries, open to members, who find in it all items of value up to the latest moment of the doings of the ships and steamers of the world, the seas and in the ports. Beside it is Lloyd's classified register of ships.

The old records are a standpoint from which to gauge the outcome of years of peace and the advances of modern knowledge. In them we see smaller wooden vessels with larger crews subject to the uncertainties of the winds and tides. In the other, the largest iron vessels, almost independent of winds and waves, and making their voyages at high speeds with regularity and precision. Take the old type of sailing ship of 1300 tons carrying 130 hands, of which 78 were foremast men. Modern ships of like dimensions would be served by about 26 or 30 men, so much have steam-winchies, wire-rope rigging, reefing-sails, and other inventions diminished the need of manual labour. The only vessels in which numbers of hands are still employed are the luxurious liners—such as the *City of Rome*, in length 560ft. and 54ft. in beam, with engines of 1500 horse-power, giving to the ship an average speed of 16 knots, with her crew of 278 men. Most of these hands are firemen and "stewards' assistants" of sailors there are very few.

In the olden days news of the "Jerusalem" inherited the uncertainty of the ships' and elements; and for the most part the news was brought by the ships arriving home. Now, telegraph and look-out stations abound, and transmit the nightingales and signals of ships from every available point along their routes. Ships, too, passing each other on the open seas, forward intelligence from the nearest land their approach. The merchant knows thus, before a vessel starts on her homeward or homeward voyage, the hour of her intended sailing. He knows, moreover, her size and speed, and can thus calculate her arrival, and with sufficient exactitude, the time when he will receive his goods and can deliver or put them on the market. Uncertainty of intelligence marks the past; absolute certainty of information the present. *Standard.*

Today's Advertisements.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above-named Lodge will be held in FREEMASONS' HALL, Zealand Street, THIS EVENING, the 13th instant, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited. Hongkong, 13th April, 1888. [385]

CATHAY CHAPTER,
No. 1165.

A N EMERGENCY CONVOCATION of the above Chapter will be held in FREEMASONS' HALL, Zealand Street, TO-MORROW, the 14th inst., at 8.30 for 9 p.m. precisely. Hongkong, 13th April, 1888. [410]

EOTHEN MARK LODGE
OF HONGKONG, No. 264.

A N EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on THURSDAY, the 19th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 13th April, 1888. [411]

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship
"GENERAL WERDER,"
Captain W. von Schuckmann, will leave for the above Ports on or about the 20th instant. For further particulars, apply to MELCHERS & Co., Agents. Hongkong, 13th April, 1888. [4]

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM TO SHANGHAI.
THE Company's Steamship
"BAYERN,"
Captain R. Sander, will leave for the above place about 24 hours after arrival with the outward German Mail. For further particulars, apply to MELCHERS & Co., Agents. Hongkong, 13th April, 1888. [4]

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG. SEAS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 9th day of May, 1888, at 4 p.m., the Company's Steamship "BAYERN" Captain R. Sander, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at GENOA. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m., on the 8th May, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required. The Steamer has splendid accommodation and carries a Doctor and Stewards. For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 13th April, 1888. [4]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "ARABATOON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after the 20th April, will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 18th instant.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents. Hongkong, 13th April, 1888. [406]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

I HAVE this day resumed my duties as SECRETARY of the above Company. By Order of the Board of Directors. T. ARNOLD, Secretary. Hongkong 13th April, 1888. [407]

TO BE LET.
A FOUR-ROOMED HOUSE at the P.M.K. Possession from 1st May. Apply to R. MURRAY RUMSEY. Hongkong, 13th April, 1888. [408]

TO LET.
ENTRANCE 1ST MAY.
NO. 4, WEST TERRACE. Apply to G. C. ANDERSON, 13, PRAYA CENTRAL. Hongkong, 13th April, 1888. [409]

Today's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship
"DIAMANTE,"
Captain McCaslin, will be despatched for the above Ports, on MONDAY, the 16th instant, at 4 p.m. For Freight or Passage, apply to RUSSELL & Co., General Managers. Hongkong, 13th April, 1888. [405]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN and taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"GUTHRIE,"
Captain Shannon, will be despatched for the above Ports, on FRIDAY, the 20th instant, at 2 p.m. For Freight or Passage, apply to RUSSELL & Co., Agents. Hongkong, 13th April, 1888. [404]

Intimations.

GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS current in the Colony, weighing 7.17, in Exchange for STERLING BILLS drawn at 10 days sight on the LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY, LONDON, will be received by the CHIEF PAYMASTER, ARMY PAY DEPARTMENT, until 11 a.m., TO-MORROW, 14th instant. The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn; but no Bills will be issued for sums less than £100. The Tenders to be in duplicate, in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills." The right to accept or reject any or all of the Tenders is reserved. Wm. HUGHES, Colonel, Chief Paymaster.

HER MAJESTY'S TREASURY OFFICE, Queen's Road, Hongkong, 12th April, 1888. [401]

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY GENERAL MEETING of the above Company will be held at the Head Office, on WEDNESDAY, the 25th April, 1888, at HALF-PAST TWO O'CLOCK P.M., for the presentation of the Report of the Directors and Accounts to the 31st December, 1887, the declaration of Dividends, the election of Directors and Auditors for the current year, and the transaction of any other business which may be transacted at an ordinary General Meeting. THE TRANSFER BOOKS of the Company will be closed from the 12th to the 25th instant, both days inclusive. By order of the Court of Directors. ALEX. ROSS, Secretary. Shanghai, 4th April, 1888. [396]

A LADY residing in England wishes to have Two or Three Children to EDUCATE with her. Careful training, with the advantage of FRENCH and GERMAN TAUGHT in an English home. Good references required and exchanged. Apply to LANE, CRAWFORD & Co. Hongkong, 27th March, 1888. [348]

Notices of Firms.

NOTICE.
MR. M. GROTE has this day been admitted a PARTNER in our Firm. CHATER & VERNON. Hongkong, 1st January, 1888. [53]

NOTICE.
MR. GEORGE DIXWELL FEARON was admitted a PARTNER in our Firm on the 1st January, 1888. DEACON & Co. Canton, 2nd April, 1888. [364]

Insurances.

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAKES: 600,000. EQUAL TO \$333,333-33. RESERVE FUND \$240,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq., YEOR MOON, Esq., LOU TAO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES on all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST. Hongkong, 17th December, 1887. [877]

NOTICE.
THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000. The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all parts of the world payable at any of its Agencies.

WOO LUN YUEN, Secretary. HEAD OFFICE, (No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1888.) [150]

BESSEMER'S steel patents have brought him \$35,585,000 in royalties, besides what he has realized from sales of the metal, and his partners in the business have all made immense fortunes.

At the conclusion of the business of the Chapter the Companions adjourned to the Banqueting Hall where a cold collation was served and a pleasant evening spent.

The carpenter's shop in which the fire broke out this morning was situated on the western side of Graham Street, in the centre of three two-storied houses of uncertain age, which were flanked and supported on either hand by buildings of a much higher altitude and of considerably later construction. The ground floor of the house to the southward was also, used as a carpenter's workshop; that at the lower end was the reception room where the sprightly dames from the Land of the Rising Sun receive their visitors with luscious music from the national samisen. In all three houses the

which all the gratuities and fees of our sub-

paper on behalf of our cause. If you decide to

ABOUT \$1,300,000 TO THE EXCHEQUER FOR THE

100

The Hongkong Telegraph.

No. 1902.

FRIDAY, APRIL 13, 1888.

SIX DOLLARS
PER QUARTER.

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
 - 2.—SUMS LESS THAN \$1, OR MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
 - 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit, may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
 - 4.—INTEREST at the rate of 3 1/2 per annum will be allowed to Depositors on their daily balances.
 - 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
 - 6.—CORRESPONDENCE as to the Business of the Bank, if marked on HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
 - 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.
- FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1887.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.

Registered Office, 40, THE ADAM STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, FORWARDS BILLS FOR COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " " " "
" 3 " 3 " " " "
ON CURRENT DEPOSIT ACCOUNTS
2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 3,900,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq.
W. G. BRODIE, Esq.
H. L. DALRYMPLE, Esq.
H. HOPKINS, Esq.
B. LAYTON, Esq.

HON. A. P. McEWEEN, Esq.
S. MICHAELSEN, Esq.
J. S. MOSES, Esq.
J. F. POSENER, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER,
HONGKONG—THOMAS JACKSON, Esq.

MANAGER,
SHANGHAI—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th January, 1888.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1887.

Intimations.

W. BREWER

HAS JUST RECEIVED.

DEMON TENNIS BATS.
Tennis Shoes.
Renshaw Tennis Bats.
Ladies' Tennis shoes.
Presses for Single Racquets.
Footballs, "Association" and "Rugby."
Handsome Plush Frames on Easels.
Fine Stock of Albums for Cabinets only, and assorted sizes.
Ladies' Handbags.
New Photos of Fashionable Beauties.
Palatte Shape Mirrors for Table.
Dictionary of Engineering Terms.

Seaton's Marine Engineering.
Hutton's " " "
Reed's " " "
English, German and French Dictionary.
Stonchenge's Rural Sports.
On the Dog.
Electric Motor, and its application.
Ayrton's Electricity.
Draper's Medical Physics.
Kirchner's Manual Psychology.
Ornamental Alphabets.
New Stock of Meerscham Pipes.
Copying Presses.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 22nd March, 1888.

ROSE & CO.

HAVE RECEIVED

AND ARE SHOWING A CHOICE ASSORTMENT

OF

MATERIALS FOR LADIES' AND CHILDREN'S

SPRING AND SUMMER DRESSES.

IN NEW DESIGNS.

Also,

A LARGE STOCK OF LADIES' AND CHILDREN'S STRAW HATS.

THE "SAILOR HAT" FOR LADIES, IN ALL KINDS OF STRAW & COLOUR.

ROSE & CO.

37 & 39, QUEEN'S ROAD, HONGKONG.

Hongkong, 7th April, 1888.

KELLY & WALSH, LD.

WORKS OF UTILITY AND REFERENCE.

Seaton's Manual of Marine Engineering.
Winton's Modern Steam Practice and Engineering.
Deschanel's Natural Philosophy.
Gannet's Physics. Men of the Time—latest edition.
Men of the Reign, companion volume to Men of the Time, containing biographies of distinguished men who have died during the Victorian Era.
Cassell's Manual of Practical Telegraphy.
Cassell's Manual of Surgery.
Lecy's Wrinkles in Practical Navigation.
Gordon's Electricity and Magnetism.
Bryant and Stratton's Interest Tables, from one dollar to one hundred thousand dollars, and from one day to 4 years, at 7, 6, and 1 per cent.
Lee's Laws of Shipping & Insurance.
Beard and Rockwell's Medical and Surgical Electricity.
Thomson's Gardener's Assistant.
Beeton's Book of Garden Management.
Lowndes's Law of General Average, 1888 Edition.
Johnston's General Catalogue.
Tredwell & Pearson's History of the Elasticity and Strength of Materials.
Phillips & Banermann's Elements of Metallurgy.
The A. T. Telegraph Code; an enlargement of the A. B. C. Code.
Hopkin's Average and Arbitration.
Arnold's Law of Marine Insurance.

Haswell's Pocket Book.
Cassell's Family Physician.
Greener's The Gun and its development, with notes on Shooting.
Cassell's Book of Sports and Pastimes.
Bartlett's Familiar Quotations.
Crabbe's English Synonyms.
Rogge's Thesaurus of Words.
Hutchinson's Practice of Banking.
Turner's Guide to Commercial Knowledge, containing an explanation of Terms and Practices in daily use in the Office, Bank, Warehouse, &c., 75 Cents.
Practical and Inductive Book-keeping, adapted to the use of Schools and for self-instruction, with special reference to the Methods obtaining in China, by J. L. Hart-Miller.
The Portfolio for 1887.
Youton's on the Horse. Stonchenge, on the Dog. Every Man his own Mechanic.
Every Man his own Lawyer.
Every Body's Lawyer. The Thrift Book.
Thomson's Dictionary of Domestic Medicine.
Du Moyer's Electricity as a Motive Power.
Tower's Useful Things to know about Steam Boilers.
Kemp's Hand Book of Electrical Testing.
Griffin's Chemical Testing of Wines and Spirits.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
Drab Felt Hats.
Black, Brown, Drab and Grey.
Hard Felt Hats.
Teral and other Soft Felt.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from \$5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.

Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-screw for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trousers in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirts.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.

Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lining & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888.

HEUERMANN, HERBST & CO.

EXPORT BIER BRAUEREI, DREWS & Co.,
Garden, near Kiel.

IMPERIAL BEER, Quarts and Pints.
KIHLER EXPORT LAGER BEER.

FRIEDRICH KROTE'S COBLENZ.
Celebrated Champagne, Rhine and Moselle Wines, Excelsior Champagne, Carte d'Or, Carte Blanche, Moselle Mousseux, Laubenheimer, Geisenheimer, Rautenthaler, Josephshofer, Berncastler Doctor, &c.

Now on view, for the first time imported to this Colony:
SPLendid PIANOS
With Mechanism for transposing for the accompaniment of singing or other instruments.

HEUERMANN, HERBST & CO.,
Queen's Road, 14.

Hongkong, 10th January, 1888.

LANE, CRAWFORD & CO.

FOR SALE.

FAIRY LAMPS.
FAIRY LAMP CANDLES.
NEW TABLE DECORATIONS.

LANE, CRAWFORD & CO.'s Special Table Sets of best thin quality Plain Glass.

Consisting of:
1 doz. Liqueurs.
1 " Sherry.
1 " Port.
1 " Claret.
1 " 4 pt. Tumblers.
1 doz. Soda Tumblers.
1 " Champagne do.
1 " Finger Glasses.
2 only Quilt Decanters.
1 " Claret.

For \$40.00.
Dinner Sets, Tea Sets, Breakfast Sets, Toilet Sets, Table Sets, and Crockery of all kinds.

LANE, CRAWFORD & CO.

Hongkong, 22nd March, 1888.

Auctions.

VALUABLE LEASEHOLD PROPERTY
TO BE SOLD IMMEDIATELY.

TO BE SOLD BY PUBLIC AUCTION pursuant to a Decree of the Supreme Court of Hongkong made in a cause TAM KWAN SHI v. YAU MI HO, No. 42 of 1873, with the approval of the ACTING CHIEF JUSTICE by Mr. J. M. ARMSTRONG, the person appointed by the said Court upon the respective Premises on the days hereinafter mentioned, viz:—

ON

THURSDAY,

the 3rd day of May, 1888, at

3 O'CLOCK IN THE AFTERNOON.

IN FIVE LOTS THE VERY VALUABLE BLOCK OF BUILDINGS situate on MARINE LOT No. 44, MARINE LOT No. 1254, and Section B of MARINE LOT No. 4, and in the best and most Central Chinese business portion of the City and with frontages to three important Public Streets viz:—Bonham Strand, Wing Lok Street and Cross Street and comprising:—

Nos. 1 and 2 Cross Street and Nos. 21, 23, 25, 27, 29, 31, and 33, Wing Lok Street and Nos. 31, 33, 35, 37, 39, 41, 43, and 45, Bonham Strand. Owing to the favorable situation of this property the owner or owners thereof can always count upon securing good tenants.

ON

FRIDAY,

the 4th day of May, 1888, at

3 O'CLOCK IN THE AFTERNOON.

IN SIX LOTS THE VALUABLE PROPERTY situate on INLAND LOT No. 205D in the best part of Hollywood Road and comprising Nos. 209 and 211, Hollywood Road and 1, 2, 3, and 4, Ng Kwai Fong, also the three storied house No. 132, Hollywood Road situate on the Remaining Portion of Inland Lot No. 384 and the three houses Nos. 14, 16, and 18, Possession Street situate on Inland Lot No. 212C and the Remaining Portion of Inland Lot No. 212B.

ON

SATURDAY,

the 5th day of May, 1888, at

3 O'CLOCK IN THE AFTERNOON.

IN ONE LOT A PIECE OF VACANT GROUND registered as INLAND LOT No. 472 and situate at Bowington between Matheson and Percival Streets and suitable for the erection of Kerosine Godowns.

The sale plans can be seen at the Office of Messrs. WOTTON & DEACON, Solicitors and at Mr. J. M. ARMSTRONG, the Auctioneer. Particulars and conditions of sale may be obtained on application at the offices of Messrs. WOTTON & DEACON, Solicitors, Hongkong, of Messrs. CALDWELL & WILKINSON, Solicitors, Hongkong, of Mr. EVANS, Solicitor, Hongkong, of Mr. J. M. ARMSTRONG, Auctioneer, Hongkong, and of Mr. J. M. ARMSTRONG, Auctioneer, Hongkong.

Dated this 12th day of April, 1888.

ALFRED G. WISE,

Acting Registrar of the Supreme Court.

ON

SATURDAY,

the 5th day of May, 1888, at

3 O'CLOCK IN THE AFTERNOON.

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Dated this 12th day of April, 1888.

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Dated this 12th day of April, 1888.

ALFRED G. WISE,

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Dated this 12th day of April, 1888.

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Acting Registrar of the Supreme Court.

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Dated this 12th day of April, 1888.

ALFRED G. WISE,

Acting Registrar of the Supreme Court.

Shipping.

STEAMERS.

STEAM TO STRAITS AND BOMBAY, connecting at COLOMBO with the Company's Steamer "RAVENNA" for MARSEILLES, LONDON AND INTER-MEDIATE PORTS.
THE P. & O. S. N. Co.'s Steamship

"SURAT"

will leave for the above places on SUNDAY, the 15th April, at DAYLIGHT.

This Steamer has excellent accommodation for Passengers.

Through Tickets will be granted to European and Intermediate Ports.

The "SURAT" is the first vessel of this Company's new regular fortnightly service between Hongkong and Bombay.

For Freight or Passage, apply to
E. L. WOODIN,
Superintendent.
Hongkong, 7th April, 1888.

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. American Ship
"TITAN,"
C. H. Allyn, Master, will load here for the above Port, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 8th March, 1888.

FOR SAN FRANCISCO.

THE American Ship
"PACTOLUS,"
Burnham, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 6th April, 1888.

FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship
"GREAT ADMIRAL,"
J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 21st February, 1888.

FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship
"GREAT ADMIRAL,"
J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 21st February, 1888.

FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship
"GREAT ADMIRAL,"
J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 21st February, 1888.

FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship
"GREAT ADMIRAL,"
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For Freight, apply to
RUSSELL & Co.
Hongkong, 21st February, 1888.

FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship
"GREAT ADMIRAL,"
J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 21st February, 1888.

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